

County of Loudoun
Office of Transportation Services
MEMORANDUM



DATE: September 13, 2007

TO: Marchant Schneider, Project Manager
Department of Planning

FROM: Lou Mosurak, AICP, Senior Transportation Planner *LM*

THROUGH: Art Smith, Senior Coordinator *AS*

SUBJECT: SPEX 2007-0021—Route 50 (HCA) Medical Campus
First Referral

Background

This special exception application proposes to develop up to a 200,000 sq ft (108-bed) hospital facility, up to 55,500 sq ft of outpatient medical care uses, and a helistop on an approximately 24-acre site located in the northwest quadrant of the intersection of Gum Spring Road (Route 659) and John Mosby Highway (U.S. Route 50). A vicinity map is provided as *Attachment 1*. The site is a portion of the area (Landbay 2) proposed to be rezoned to the PD-OP (Planned Development—Office Park) zoning district as part of the pending Glascock Field rezoning application (ZMAP 2006-0007). The proposed outpatient medical care facilities would be located either within the hospital building itself or as part of other office buildings on the site that would be developed in accordance with the Glascock Field rezoning.

Primary access to the site is proposed at two locations: (1) via a full-movement intersection on Stone Springs Boulevard Extended on the west side of the site, and (2) via a full-movement intersection at the intersection of future Road "A" and Road "B" (i.e., along a realigned Gum Spring Road) on the east side of the site. Two additional secondary access points are also proposed along Road "B". Stone Springs Boulevard Extended (U4M section), Road "A" (U4 section) and Road "B" (U4 section) would all be constructed as part the larger Glascock Field development, with Stone Springs Boulevard Extended and Road "B" open to traffic prior to occupancy of any uses on the subject SPEX site.¹ The Glascock Field rezoning application also proposes to modify the existing Gum Spring Road (Road "B")/Route 50 intersection to a right-in/right-out only configuration.

In its consideration of this application, the Office of Transportation Services (OTS) reviewed materials received from the Department of Planning on August 14, 2007, including (1) a trip

¹ Pursuant to Proffer IV.A.2. and Proffer IV.C.1 of the Glascock Field draft proffer statement dated August 28, 2007.

generation comparison ("Traffic and Trip Generation Assessment") prepared by Gorove/Slade Associates, Inc., dated May 25, 2007; (2) a statement of justification prepared by the Applicant, received May 31, 2007; and (3) a special exception plat prepared by Urban, Ltd., dated March 2007 and revised through May 29, 2007.

Existing, Planned and Programmed Roads

John Mosby Highway (U.S. Route 50) is currently a four- to six-lane median divided minor arterial with controlled access (six lanes are currently in place between Poland Road and Loudoun County Parkway). The Revised Countywide Transportation Plan (Revised CTP) designates the ultimate condition of this segment of Route 50 (from Tall Cedars Parkway (opposite Willard Road) west to Route 659 Relocated) as a six-lane, median divided principal arterial limited access facility (R6M) in a 200-foot right-of-way. A third eastbound lane from the West Spine Road east to Loudoun County Parkway has been proffered by Stone Ridge (ZMAP 2002-0013) and construction plans and profiles for this improvement (CPAP 2006-0061 and subsequent revisions) are under review. Construction of a third westbound lane west of Loudoun County Parkway is being considered as part of other pending rezoning applications along the north side of Route 50, including Glascock Field, which proposes to construct the third westbound lane across the frontage of this site (from Gum Spring Road to Stone Springs Boulevard). Grade-separated interchanges are planned at a number of locations, including the West Spine Road (east of this site) and Route 659 Relocated (west of this site). All at-grade access along Route 50 is planned to be terminated between Tall Cedars Parkway and Route 659 Relocated.

Gum Spring Road (Existing Route 659) is currently a two-lane undivided major collector road (R2). Ultimately, the Revised CTP envisions the segment of Gum Spring Road between Tall Cedars Parkway and Arcola to become a local road once the West Spine Road is constructed along a separate alignment. North of Route 50, Gum Spring Road is proposed to be realigned in the configuration proposed by the Glascock Field rezoning (Road "A" and Road "B") and tie into Stone Springs Boulevard Extended. The Revised CTP envisions that Gum Spring Road (Road "B") will be closed (and cul-de-sacs installed) both north and south of Route 50 once the West Spine Road is in place, but nearby pending rezoning applications (i.e., Glascock Field and Stone Ridge Commercial) propose to keep the Gum Spring Road/Route 50 intersection open in a right-in/right-out configuration on both sides of Route 50 (by removing the existing signal and median crossover) for the foreseeable future.

West Spine Road (Route 606 Extended) will eventually replace existing Gum Spring Road (Existing Route 659) from Tall Cedars Parkway north to Arcola. The Revised CTP describes the ultimate condition of the West Spine Road as a six-lane median divided (U6M) controlled access major collector within a 120-foot ROW. North of Tall Cedars Parkway, this road is planned to follow a new alignment slightly to the east of existing Gum Spring Road and will intersect Route 50 at a point approximately 1,000 feet east of the existing Gum Spring Road/Route 50 intersection (an interchange at the new West Spine Road/Route 50 intersection is called for in the Revised CTP). North of Route 50, the West Spine Road is planned to continue north and join existing Route 606 near the existing location of the Route 606/Route 842 intersection. There are approved construction plans for the new West Spine

Road alignment between Tall Cedars Parkway and Route 50, and a two-lane section along this segment is anticipated to be operational by the end of 2008.

Stone Springs Boulevard is a four-lane divided (U4M) local road which functions as the main north-south road through Stone Ridge. It currently intersects Route 50 at a signalized T-intersection. The Glascock Field rezoning application proposes to extend Stone Springs Boulevard northward from Route 50 and tie into Gum Spring Road at the Route 50 North Collector Road. As local roads, Stone Springs Boulevard and its proposed northward extension are not specifically shown on the Revised CTP.

Route 50 North Collector Road (between Loudoun County Parkway and Route 659 Relocated) is proposed by the Revised CTP to ultimately be a six-lane median divided (U6M) controlled access major collector within a 120-foot ROW. Construction of this roadway is anticipated to be completed by the private sector in segments as development progresses in the area. The Glascock Field development proposes to locate the roadway along the northern boundary of its property, forming a four-way intersection with Stone Springs Boulevard Extended and Gum Spring Road.

Review of Submitted Trip Generation Comparison

Given the full traffic impact analysis (traffic study) prepared for the larger Glascock Field rezoning, only a trip generation comparison (comparing the relative differences in the number of trips generated by PD-OP uses that would be permitted under the rezoning with the number of trips generated by the proposed special exception uses) was required for acceptance of the special exception application, provided that the special exception uses produced fewer trips. While the Applicant's submitted trip generation comparison (dated May 25, 2007) indicates that significantly fewer trips would be generated by the proposed special exception uses, there are two major issues with its analysis:

1. The document assumes "general office" uses (ITE Code 710) on the site for baseline and comparison purposes and does not analyze the impact of "medical office" uses (ITE Code 720). Medical office uses are permitted by-right in the PD-OP zoning district and produce approximately three times the number of trips as general office uses. (Approximately 100,000 sq ft of medical office uses are depicted on the SPEX plat but are not evaluated in the trip generation comparison).
2. Uses and associated trip generation compared in the document (i.e., the total future by-right (PD-OP) uses (466,000 sq ft of general office) versus the proposed hospital uses (i.e., a 108-bed (approximately 200,000 sq ft) hospital)) are not comparable as the latter does not reflect the balance of the total buildout development potential on the site (i.e., the up to 55,500 sq ft of outpatient medical care uses included in the SPEX application; the 100,000 sq ft of by-right medical office uses shown on the SPEX plat; and the balance of uses (approximately 111,000 sq ft) that could be developed in future phases of the medical campus).

The Applicant needs to address these issues by providing a revised traffic analysis that reflects the amount and type of overall development proposed on the site and accurately compares trip generation between future by-right and proposed SPEX uses.

Transportation Comments

1. As noted above, the Applicant needs to provide a revised traffic analysis that reflects the amount and type of overall development proposed on the site and that accurately compares trip generation between future by-right uses and proposed SPEX uses. OTS staff notes that a trip generation comparison was only accepted for this project if trips from the SPEX uses were less than the trips from PD-OP by-right uses. A meeting with the Applicant needs to be held to discuss the components of the revised traffic analysis, including the issue of “general office” versus “medical office” uses. The revised analysis should also include justification as to the Applicant’s choice of “beds” as opposed to “square footage” for determining hospital trip generation rates. The revised analysis may need to be expanded to include information on peak hours and projected levels of service on the road network surrounding the medical campus as volumes and peak hours may be different from those analyzed (general office) in the traffic study for the larger Glascock Field rezoning. As the Glascock Field rezoning is still pending, any change in that application should be reflected in the revised traffic analysis for this special exception.
2. The Applicant should clarify the amount and type of proposed SPEX uses within the limits of the special exception area. For example, the plat indicates that the maximum amount of proposed SPEX uses would be no greater than 247,000 sq ft., but this amount does not correspond with other amounts in the Applicant’s materials, which indicate that the hospital would consist of approximately 200,000 sq ft. and the outpatient medical care uses would be up to 55,500 sq ft. Proposed development amounts contained in the traffic analysis, in the statement of justification, and on the SPEX plat should all be consistent with one another.
3. The need for any additional turn lanes and at any of the four entrances into the site should be evaluated as part of the larger Glascock Field rezoning and provided, if necessary, as part of the rezoning’s proposed road improvements. These additional improvements may be needed given the potential for significantly higher trip generation rates than were previously anticipated as by-right medical office uses were not accounted for in either traffic analysis (ZMAP or SPEX). Regarding traffic signals, a condition of approval should be included requiring the installation of signals by the Applicant at any of the site entrances if warranted.
4. The Applicant should include within the SPEX plat a pedestrian circulation plan for the entire 24-acre site. This plan should depict sidewalks internal to the parking areas and between proposed buildings as well as sidewalks/multi-use trails along Stone Springs Boulevard Extended and Road “B”. Staff does not believe that a multi-use trail along Route 50 is necessary or appropriate given the plan to convert Route 50 to a limited access facility in the future.
5. The Applicant should coordinate with OTS staff regarding the locations and other specifics of future bus stops on site; staff is available to meet regarding this topic. OTS staff recommends that bus stops be located proximate to the entrances of both the proposed hospital and medical office buildings on site in order to provide bus riders with safe and

convenient access to the medical facilities. A condition of approval should be included requiring the Applicant to install a concrete pad, bus shelter/canopy, lighting, and related signage at each bus stop prior to occupancy of any of the proposed uses, and requiring the Applicant to maintain these bus stop facilities in perpetuity.

6. Staff notes that any of the regional transportation and transit cash contributions for non-residential uses proposed as part of the Glascock Field rezoning application would also apply to the proposed hospital and outpatient medical care SPEX uses.
7. The proposal to reconfigure the Gum Spring Road (Road "B")/Route 50 intersection to maintain right-in/right-out movements (by removing the existing signal and median crossover) is not consistent with the Revised CTP, which calls for the ultimate condition of this segment of Route 50 to be a limited access facility with grade separated interchanges at various locations, including the West Spine Road (approximately 1,000 feet to the east of the proposed right-in/right-out movement). The proposed right-in/right-out configuration is not only inconsistent with the limited access policy but would also result in weave/merge conflicts with the future Route 50/West Spine Road interchange. It is also inconsistent with policies contained in the Arcola Area/Route 50 CPAM approved in 2006. Staff recommends that the intersection be closed in its entirety, with alternate access provided via Road "B" north to Road "A" and Stone Springs Boulevard Extended. However, given that the location of the existing intersection is part of an existing public roadway, final authority on the reconfiguration or closure of the intersection rests with VDOT. Further discussion and coordination on this matter with VDOT is necessary.

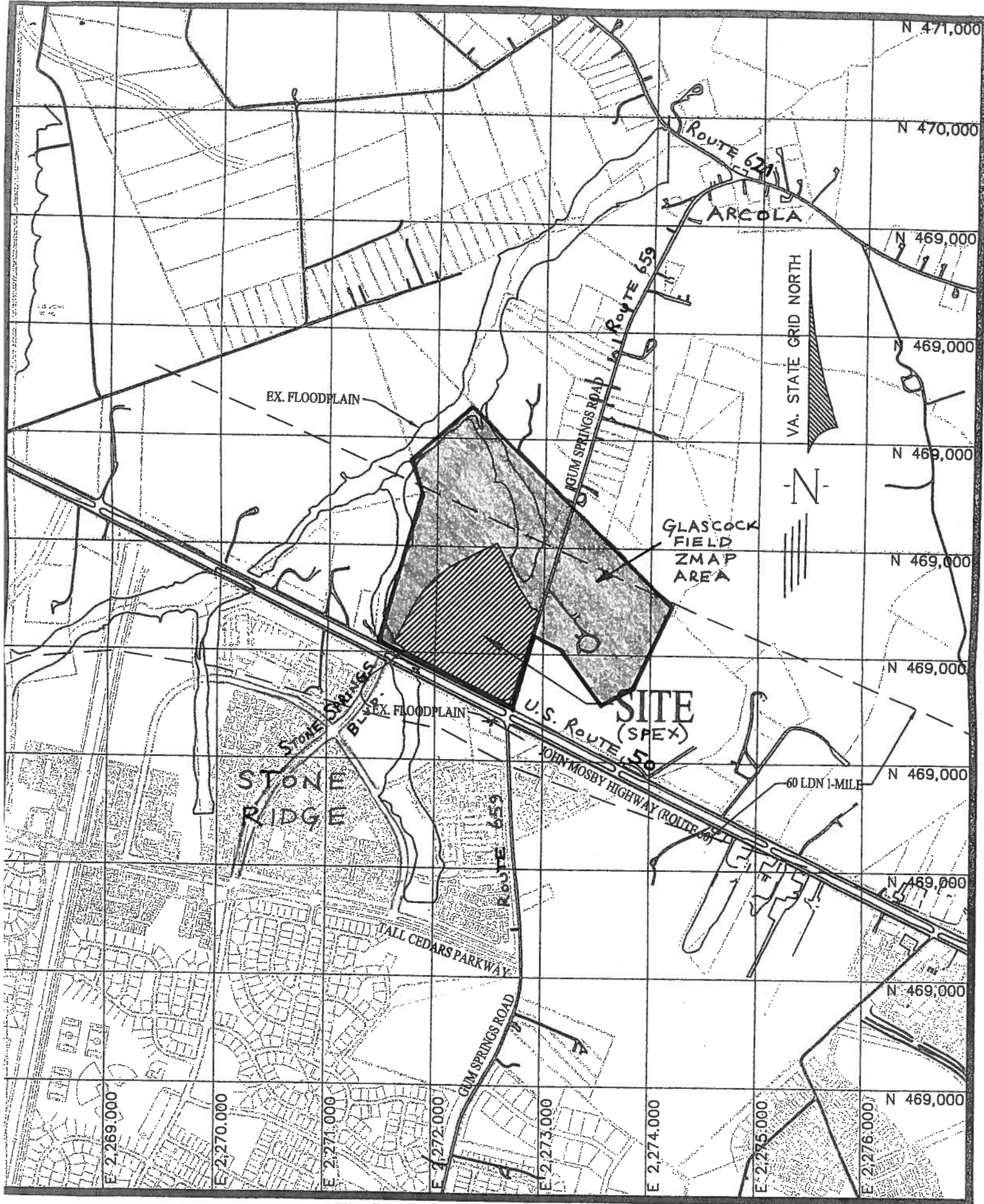
Conclusion

OTS will offer a recommendation once it has reviewed the Applicant's responses to these comments. OTS staff is available to meet with the Applicant to further discuss this application.

ATTACHMENT

1. Site Vicinity Map

cc: Charles Yudd, Assistant County Administrator, County Administration
Terrie Laycock, Acting Director, OTS
Andrew Beacher, Assistant Director, OTS
Nancy Gourley, Transit Division Chief, OTS



ATTACHMENT 1